

LATEST FOREIGN NEWS.

OTTAWA, May 31.—Sir John Macdonald's condition is practically unchanged since last evening, except that his vital powers seem to be gradually weakening. Touching references to the dying Premier were made in all the churches, both Catholic and Protestant this morning.

A crisis in political circles is imminent. The Cabinet sat six hours yesterday, but, as if by arrangement, the lips of all the Ministers are sealed as to what was done at the meeting. Sir Hector Langevin, as Senior Privy Councillor, will, in the event of Sir John's demise, be summoned by the Governor-General to assume charge of public affairs. But in view of the fact that grave charges of malfeasance in office are at present hanging over the head of the Minister of Public Works, he will naturally decline leaving the question of leadership between Sir John Thompson and Sir Charles Tupper, Canadian High Commissioner in England. The Government has already held an informal conference with the Minister of Justice, but the indications are that a large wing of the Conservative party will insist upon the selection of Sir Charles Tupper as the next Premier.

Captain O'Farrell of the Robert and Minnie, the vessel that aided the Itata in getting supplies, has been released from custody at \$5,000 bail.

LONDON, May 29.—In the Commons to-day the bill prepared by the Government prohibiting British subjects from catching seals in Behring Sea for a certain period was introduced. The duration of time during which seals cannot be captured is not, however, given in the bill.

The International Peace Congress now in session at Milan approves the proposition to refer the New Orleans lynching to the International Institute at Ghent for arbitration. It would be first necessary to determine what there is to arbitrate. Even Premier Rudini, since he got his second diplomatic wind, has admitted that it is purely a judicial question. In that case American Courts are competent to settle it without any arbitration.

NEW YORK, May 30.—A letter was received from the Navy Department from Captain Keme of the Charleston, dated at Acapulco on May 17th, in which he gives an account of the Charleston's operations since she left San Francisco. He says that at San Diego he received an intimation that the Itata had gone westward to the Hawaiian Islands. He was inclined at first to follow that route, but on consideration found that it would be a wiser plan to come south and stop at Acapulco, when he could communicate with the Department and have the Itata, which is at Honolulu, instructed to watch for and capture the Itata if she came to that port. It is now learned that the commanding officer of that vessel has received instructions to that effect, but since there is no cable connection between San Francisco and Honolulu the Itata could easily have put in there, could and started again before the Itata's commander received his instructions.

NEW YORK, June 1.—Authentic news has been received here of another attempted revolution in Hayti. The growing discontent against the rule of President Hippolyte broke out on May 28th in an open revolution in the capital. A Port-au-Prince cable dispatch sent to Minister Price, said: "The attempted revolution on May 28th at Port-au-Prince failed, the rebels were executed and public order was not disturbed. The Department of the West has been placed under martial law."

WASHINGTON, May 28.—Doctor Sojido, the Venezuelan Minister here, informs the Associated Press that dispatches received to-day from reliable sources in Mexico state that the Mexican Government ordered the insurgent Chilean cruiser Esmeralda to leave the harbor of Acapulco. The commander of the vessel said he was willing to leave, but his ship had no sails and he could not depart without steam-power. The Government then allowed the Esmeralda to take enough coal to carry the order into effect. She received 250 tons, her ordinary consumption being fifty tons per day. The Esmeralda sailed on the 20th instant, immediately after receiving her coal allowance.

CHICAGO, June 1.—A dispatch from Washington says an offer is to be made to lease the port of Santa Barbara for a coaling station, and in case of the acceptance of the offer by the Dominican Republic, possession will be taken and Congress will be asked to appropriate the necessary sums to erect a dry-dock, coaling-wharves and fortifications.

Pennsylvania has a law which provides a fine of 63 cents per word for swearing profanely. A man at Somerset, Penn., recently was fined \$22 under that law.

The Columbian River salmon pack promises to be light.

The interest in the oil development in Humboldt county is unabated.

The United States Supreme Court has sustained the laws passed by prohibition Kansas to prevent the introduction of liquor into its borders under Government protection as a "original package."

The granite cutters of San Francisco to the number of 200 have struck against an order forbidding smoking in the store yards. The bench and mill hands are still out. Both strikes are expected to fall as flat as the molder's strike.

The San Francisco police think they have completely disorganized the high-binders by the constant raids on their headquarters. The Chinese merchants are not so sanguine that such a result has been attained.

The law requiring all legal executions to be held on the State Prison at San Quentin, Cal., will be contested on legal technicalities. McMillen, the San Francisco murderer will get a new lease of life in consequence of the legal contest.

The drain of gold from this country to Europe which began about the first of the year still continues and blocks of millions go over on nearly every big steamer. Russia is the greatest absorber of the yellow metal, and is absorbing it from all quarters, wherever it is to be attained.

Jesse Ponero, the notorious life murderer, who was sentenced to life imprisonment at the age of 15, made an almost successful attempt to escape a few days since. He has been in prison fifteen years, and is known as the "boy with the white eye."

Jim Keene, the famous speculator, who has been in retirement for several years, has returned to the fray in Wall street, and is buying St. Paul stock, an

amusement in which he made \$2,000,000 a few years ago.

Preparations are being made to organize a line of steamers to ply between Chicago and the great lakes and some port on the Bristol Channel. An English syndicate with \$5,000,000 capital has the scheme in hand, and it is expected that some of the vessels will be in commission next year. The steamers are to reach the lakes through the St. Lawrence river and Welland Canal, and it is proposed to build ten of them of steel, each to have an actual tonnage capacity of 2,700. They will be of the twin-screw pattern, fast and seaworthy, and will include Hamburg and Bremen in their route.

The gathering of the farmers representing the agricultural classes in all parts of the country, at Cincinnati this week has resulted in the birth of a new political organization to be known in the future as the People's Party. An attempt to insert a prohibition plank in the platform was defeated by a large majority. The new party is expected to develop into a great power during the next general election.

Postmaster-General Wannamaker on his return to Washington from this coast said that the West had been neglected by congress and the postal authorities, and that San Francisco had been most shamefully treated by being compelled to use the post office building.

A BOOM IN SHIPS.

Nearly One Million Dollars Worth of Vessels Contracted For.

Two more new vessels will soon be placed in the lumber and sugar trade between this city, Honolulu, Australia and Port Townsend. Messrs. Lewers & Cooke have contracted with the Hull Shipbuilding Company of Port Blakely to build a handsome four-masted schooner. Her general dimensions will be about the same as those of the two four-masted schooners now being built and recently described in the Chronicle. She will have a carrying capacity of at least 800,000 feet of lumber, and will have accommodations for carrying heavy cargoes of sugar. The cost of the schooner when completed will not be less than \$50,000.

The same shipbuilding company launched at Port Blakely a few days ago the big four-masted schooner Meteor. She was especially designed and built for the lumber trade. Steam windlasses, cargo lifts and steam sail handlers are only a few of the modern improvements in marine economy which she will carry. The new vessel is owned by Hooper Brothers of this city, and her cost, when finished and furnished, will be about \$60,000. Thus far, then, to present writing, seven vessels are under way—two steel ships of an aggregate tonnage of 6,000 and over, one large barkentine, and four four-masted schooners with an aggregate capacity of nearly 4,000,000 feet of lumber.

And more vessels are yet to come. A company is now forming to operate sailing ships to the Islands and to Tahiti and other South Sea points. It is the intention of the new organization to build very shortly several fleet barkentines, which will be equipped with all modern improvements.

The local builders are also busy with smaller craft to be employed in river and bay service, so that all in all the present year promises to mark an epoch in the local development of our commerce on the seas.—(Chronicle, June 2.)

The Scottish Thistle Club.

The rooms on Merchant street were for the first time occupied Monday evening by the Scottish Thistle Club. The meeting was called to order at 7:45 p. m. by Chief Sandeman. During the transaction of business, the Honorary Chief, the Hon. A. S. Cleghorn, and the Postmaster-General took their seats. At the conclusion of business, the Hon. Chief was installed, and he addressed the meeting, congratulating the club on its promising beginning, and expressed a hope that the Scottish Thistle Club of Honolulu would continue to exist and to increase; that the members would be loyal and true one to another, and to the country of their adoption. Scotsmen, he said, in following the dictates of their hearts have oft times been overwhelmed but never conquered. The hon. gentleman stated his intention of leaving us for a while on a visit to the "Auld country" and expressed a hope that on his return he would find us, not only still organized, but the first to welcome him back, a powerful and popular organization.

Having enjoyed a very pleasant evening, the Hon. Chief bade the club good night and was responded to by "Auld Lang Syne" in the most enthusiastic manner at 10 o'clock.

The genial P. M. G. then took charge and held the members to the task of enjoying themselves to some time longer.

Death of M. H. Silverwood.

Matthew Henry Silverwood, whose death is recorded in another column, was well and popularly known on the Pacific Coast and these islands. For several years past he has been in the employ of the O. S. S. Co. as assistant engineer on the Australia, and was at one time chief of the I. I. S. N. Co.'s Wafaleale on the Kaula route. Not feeling well on the last trip of the Australia, he was induced by friends to remain over here, where he could be properly cared for. After staying a few days with friends and becoming worse, he was taken to the Queen's Hospital, where he expired last Monday. Deceased was a member of the Marine Engineers' Benevolent Society No. 35 of San Francisco, and was liked for his many good qualities. He leaves a mother and father in the Old Country, besides a large number of friends, to mourn their loss. Notice of funerals elsewhere.

A man named Pinter was arrested in London for trying to swindle a taweler by pretending to have a method by which he could make gold. The police have now made investigations which are said to show that Pinter succeeded in duping one of the Rothschilds out of \$100,000, one of the Baring Brothers out of \$250,000, and other equally clever gentlemen out of large sums.

ANOTHER STEAMER LINE.

(From our special correspondent.)

The Chronicle publishes the particulars of a new line of steamers to Hawaii, soon to be established. The Chronicle, ever since the DeYoung-Spreckels difficulty, has been establishing such lines at regular periods but the steamers don't run or get switched off somehow. This is the latest story:

"Recent indications point to the probability that the commerce between San Francisco and Hawaii will double within a year or two. It is stated that two immense steel ships of an aggregate tonnage of 6000 tons were to be built at once and placed in the trade between San Francisco and Honolulu. The importance of these enterprises can best be estimated when it is stated that the cost of the five vessels will aggregate \$500,000. Nelson & Anderson, managers of the California Transportation Company, are principally interested in one of the new steel ships. When called upon yesterday they related the history of the big enterprise. It must be remembered that the iron vessels engaged strictly in freight business that are owned at this port may be easily counted on one hand.

"The idea of constructing a large steel vessel for the island trade," said Captain Nelson, "was first discussed by Captain Godfrey and myself. Captain Godfrey is manager of the Inter-Island Steam Navigation Company. He thought the idea a feasible one, and a number of prominent shipping men, both in this city and in Honolulu, were brought into a consultation. It was decided to build a steel ship that would have a carrying capacity of 3,000 tons. The employees of the Inter-Island Company at Honolulu subscribed to 570 shares of the shipstock and the remaining 530 shares are owned in this city by the following persons: Captain A. Nelson, W. Anderson, Oscar Kustel, C. B. Kustel, J. F. Cunningham, Albert Rowe, James Tuit, James McKenna, Charles Thornequist, Matthew Kias, M. Smith, A. Johnson, J. Emigh, A. P. Gaver, Elisha Higgins, George A. Smith and George W. Hendry. The plans are for a bark-rigged vessel having four masts. The hull is to be built entirely of steel. In constructing it special attention will be paid to conveniences for lumber and coal carriage. It will easily have a capacity for 2,000,000 feet of lumber. The general dimensions will be as follows: length 272 feet, breadth 42 feet. Plans were accepted from a ship-building firm in Glasgow, representing a total cost of construction of \$110,000. C. B. Kustel, who will command the new vessel, has gone to Glasgow to superintend its construction. It will probably be finished in six months. The cabin accommodations will be equal to those of the finest British steel merchantmen, and in that particular the Hawaiian Isles—the name of the new vessel—will be a departure from many coast vessels. It will be supplied with the latest mechanical ingenuities tending to expedite freight handling and sail manipulation. There will be a half dozen staterooms for passengers from the islands. It is proposed to take lumber from North Pacific ports to Australia, to load machinery and general supplies from San Francisco for the islands, and return with sugar cargoes."

The fact that the Inter-Island Steam Navigation Company of Honolulu is interested in both vessels is important. This company operates a line of small steamers to various Hawaiian ports and makes a business of carrying sugar to Hilo and Honolulu, where it is taken by the Oceanic steamers or by sailing vessels engaged regularly in the island trade. The fact that the company holds an interest in the two new vessels is said to indicate that a direct bid will be made, not merely for the local transportation of sugar from one Hawaiian port to another, but for its direct carriage to San Francisco.

G. F. Smith & Co., who control and operate seven sailing ships to the Hawaiian Islands, have closed contracts with the Hull Shipbuilding Company, at Port Blakely, to construct what will be the largest sailing vessels engaged in the Hawaiian trade and registered at this port. Two four-masted schooners are to be built. They will each have the following dimensions: Length, 220 feet; breadth, 39.9 feet; depth, 15.2 feet. The lengths are calculated between the ringheads and taffrails. They will be supplied with patent windlasses, powerful steam donkeys for hoisting sails, and the cargoes will be handled entirely by steam. The cabins will be furnished handsomely, and the accommodations will be spacious, convenient and comfortable. One of the vessels is to be completed by October 1st and the other by November 1st this year. The combined cost of the schooners will be \$130,000.

Great Interest Shown in the Transit of Mercury.

The passing of Mercury over the sun was witnessed by a great many people Saturday afternoon through the telescope at the observatory of the University of the Pacific. The transit was taken by standard time. Mercury is 36,000,000 miles distant from the sun and 54,000,000 miles distant from the earth. The sun spot could be seen very plainly. It is supposed to have been caused by a disturbance in the atmosphere. Mercury was observed very clear, it appearing about the size of a common pin head. The ingress of interior contact was at 3 o'clock and 50 minutes. The time of egress of interior contact at 50 minutes, 20.7 seconds past 8 o'clock. The time of transit was 4 hours, 52 minutes and 20.7 seconds. The time that it was the least distant to the center was at 21 minutes, 29.5 seconds past 6 o'clock.

The observation was taken by Prof. T. C. George, Professor of Physics and Astronomy of the University of the Pacific.

AT MT. HAMILTON.

MT. HAMILTON, May 9.—The transit of Mercury was successfully observed here and many photographs were taken.

ED. S. HOLDEN.

—[San Jose Mercury.]

Arrival of the Zealandia.

The O. S. Zealandia, K. van Oterendorp, Commander, sailed from San Francisco June 24, 12 m., and arrived at Honolulu June 30th, at 11:30 a. m. June 30th at 3 p. m. passed bark standing to the northeast; June 2 and 3, light N. W. and calms; June 4 and 5, light variable winds; June 6 to Honolulu, light easterly winds. Fine weather during entire passage.

In almost every neighborhood there is some one or more persons whose lives have been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy, or who have been cured of chronic diarrhoea by it. Such persons take special pleasure in recommending the remedy to others. The praise that follows the introduction and use makes it very popular. 25 and 50 cent bottles for sale by all Dealers.

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DECANTERS, GLASSES,

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The Stock of These is Large, Varied and Attractive.

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1 6-SEAT CARRYALL!

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